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Germany (Soviet Zone)

REPORT

TO: 1. Soviet Air Force Headquarters in Werder 25X1  
2. Werder Airfield

EVALUATION: [ ] 25X1 PLACE OBTAINED: [ ] 25X1

DATE OF CONTENT: [ ] 25X1

DATE OBTAINED: [ ] DATE PREPARED: 2 January 1952

REFERENCES: 25X1

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REMARKS:

- [ ] 1. In November 1951, a high echelon Soviet Air Force headquarters, whose ranking officer was a marshal of the U.S.S.R., was located in the Wilhelmshoehe restricted area in Werder. (1) From the presence of this high ranking officer it was generally believed that this headquarters was the command headquarters for all Soviet Air Force units in the Soviet Zone of Germany. [ ]
- 25X1 [ ] (2) Kangarovich (fnu) was the chief interpreter of the headquarters, to which a General Orlov (fnu) was assigned. This general was responsible for the tactical employment of air units. (3)
- 25X1 2. A construction staff which supervised the improvement of airfields and negotiated with the German construction firms was attached to the headquarters. Officers assigned to this construction staff included Colonel Tereshchenkov (fnu), chief of the staff; Colonel Abramov (fnu); Lieutenant Colonel Karnatovski (fnu), [ ] who inspected and accepted construction work performed by the German firms and conducted most of the negotiations required; Lieutenant Colonel (Eng) Zukharukov (fnu); Lieutenant Colonel Sreshenko (fnu); Lieutenant Colonel Tsybasov (fnu), not Tsubasov as formerly reported, who was transferred to the U.S.S.R. on 17 October 1951; Major (Eng) Kovalov (fnu), in charge of construction work at Nerneuchen airfield; Captain Alekseyev (fnu); Captain Avdeyev (fnu), in charge of construction work at Brand airfield; Captain Smirnov (fnu); and Senior Lieutenant Coltsov (fnu). (4)
- 25X1 3. In 1950, airfields improved by German construction firms by order of the Soviet Air Force construction staff in Werder included the Cottbus and Finsterwalde airfields at which work was done by Bauunion South; Jueterbog airfield [ ]
- 25X1 [ ] and Neuruppin airfield [ ]
- 25X1 [ ] at which work was done by Bauunion East. (5)
4. In 1951, German construction firms improved the following airfields:
- a. Brand airfield [ ] Work was done by the Bauunion Berlin.
- b. Melzow airfield. Soviet Major Chytrov (fnu), who commanded a unit about the strength of a company, was stationed at the field. A concrete runway, five low wooden quarters and a temporary office building were completed.

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The completed installations were accepted by Soviet officers on 9 October 1951. The improvement of the field was interrupted because of a lack of funds. Work will probably be continued after March 1952.

c. Worneuchen airfield at which work was done by Bauunion Brandenburg under the supervision of Major (Eng) Kovalov (fnu).

d. Zerbst and Damgarten airfields were improved by Bauunion Dresden.

25X1 e. Bindersleben airfield where construction work was nearing completion as  
 25X1 it was at Nerseburg, Freiberg and Lindow airfields.

5 On 19 November, three biplanes were parked at Werdar airfield. There was no flying. [REDACTED]

(6)

6 Between 3:30 and 5 p.m. on 21 November, no aircraft were observed at Werdar airfield. Visibility was good; there were intermittent showers. There was no flying. A radio installation with an antenna mast about 8 meters high was located on the southwestern edge of the field. About 50 percent of the windows of the airfield buildings were lighted at night. Some of the hangars in the southwestern corner of the field were destroyed. No reconstruction work was being done there.

7 Between 2:30 and 3:50 p.m. on 22 November, no aircraft were observed at the field. The weather was clear. The landing field was in good condition. Laborers, apparently Germans, were working in the western hangar. Trucks [REDACTED] loaded with coal [REDACTED] were observed at the field. Since almost all the barracks buildings were lighted at night [REDACTED] the field was heavily occupied. (7)

#### Comments.

(1) Wilhelmshoehe is a large restaurant in Werdar. The high echelon headquarters observed is the headquarters of the Twenty-Fourth Air Army. It is not known that a marshal is the commander-in-chief of the air army. Major General Agoltsov (fnu) was formerly the commanding general.

(2) [REDACTED]

(3) General Orlov was chief of rear services of the army headquarters in 1949. It is possible that Orlov meanwhile replaced General Kiselev (fnu), Chief of the Operations Branch.

(4) Major Kovalov may be identical with Major (Eng) Kovalyev who was previously reported as commander of the 80th AF Construction Bn. All the other officers were previously reported in the same positions.

(5) [REDACTED]

25X1 [REDACTED] improvement at Puetnitz airfield near Damgarten was mainly done by Bauunion Waren/Mecklenburg. It is not known that airfields are under construction in Freiberg and Lindow. Work observed there possibly refers to other installations for the Twenty-Fourth Air Army.

(6) No material changes have occurred at Werdar airfield which is exclusively used by courier planes of the headquarters of the Twenty-Fourth Air Army.

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